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Reply to Office Action of February 8, 2007

direct-axis current value to control the voltage provided to the electric motor, wherein the voltage provided to the electric motor controls torque and flux produced by the electric motor.

- 6. (Original) The method of claim 5 wherein discharging the capacitor comprises calculating the quadrature-axis current value and the direct-axis current value such that the quadrature-axis current value is sufficiently small to produce insufficient torque to drive the wheels.
- 7. (Original) The method of claim 5 wherein discharging the capacitor comprises calculating the quadrature-axis current value and the direct-axis current value such that the quadrature-axis current value is zero and no torque is produced by the electric motor for any direct-axis current value.
- 8. (Original) The method of claim 8 wherein calculating the quadrature-axis current value and the direct-axis current value comprises calculating values to produce positive power flow from the capacitor to the electric motor which is insufficient torque for driving the wheels.
- 9. (Currently Amended) An automotive electric distribution system for use in an electric vehicle, the system comprising:
  - a DC power source to provide DC energy;
  - a capacitor coupled to the power source;
- a pair of contactors connected between the DC power source and the capacitor to electrically separate the DC power source from the capacitor if the contactors are open;
- an AC electric motor coupled to the power source and coupled to a pair of wheels to drive the vehicle;
- an electric motor controller coupled between the capacitor and the electric motor to control voltage provided to the electric motor; [[and]]
- a software program to discharge the capacitor by controlling the electric motor controller such that energy can be controllably transferred from the capacitor to the electric